08 Government Railway Police (GRP) and 01 Railway Protection Force (RPF) personnel were found involved in the incidents of looting of rail passengers.

(b) Yes, Sir. Action against the guilty personnel has been initiated by registering cases at the concerned Police Stations under the Provisions of Indian Penal Code.

(c) and (d) Yes, Sir. Special squads are formed from time to time for security of rail passengers in trains and Railway premises over the Railways. Following steps are also being taken for the security of passengers:—

1. Important trains are being checked with an element of surprise and surveillance is being kept on the activities of criminals involved in drugging and thefts of passengers' belonging.
2. Armed Railway Protection Force staffs are deployed to escort selected sensitive trains specially during night for the safety and security of travelling passengers and their luggage.
3. Special Squads are briefed and sensitized by Railway Prptection Force officers regularly to be alert on duty to check such crime in trains.
4. Supervisory staff have been instructed to make frequent checks in trains to ensure safety and security of travelling public.
5. Coordination meeting with the Government Railway Police Chiefs at Zonal and Divisional levels are organized to take coordinated action in this regard.
6. Government Railway Police and Railway Protection Force staff are deputed on the platforms to keep watch on anti-social elements.

Gauge conversion under RRVY in Rajasthan

†1501. SHRI KRISHAN LAL BALMIKI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of rail lines for which proposals have been included in the rail budget for the year 2007-08 to get the survey of gauge conversion conducted;

(b) the time frame fixed to complete the survey work;

(c) the norms fixed for approving the gauge conversion work after the completion of the survey work;

(d) whether any proposal is being implemented for the gauge conversion in Rajasthan under Rashtriya Rail Vikas Yojana;

(e) if so, the names of proposals and by when they are being implemented;

(f) whether very sensitive and important Jaipur, Phulera, Ringus, Rewari section is being included in this scheme; and

(g) if not, the reasons therefor?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Three surveys for gauge conversion of lines have been included in the budget for the year 2007-08 and are expected to be completed within a period of two years.

(c) Project Uni-gauge was taken up on 01.04.1992 and the policy adopted for taking up gauge conversion to carry out the conversion of lines at least cost yet providing a standard of service not lower than what the Rail Users were getting on the Metre Gauge covering the following areas:

(a) To take up conversion of lines to develop alternative Broad Gauge (BG) routes obviating the need for doubling existing BG lines on these routes.

(b) To establish new BG links between stations connected by other BG lines.

(c) To establish BG connection to ports, industrial centres and locations having potential for growth.

(d) To take up conversion of lines required on strategic considerations.

(e) To minimize transshipment and to improve wagon turn around by avoiding delays at transshipment points.

Many new line and gauge conversion projects have been taken up on socio-economic considerations for development of backward, hilly, remote and under developed areas.

(d) to (g) Gauge conversion of Ajmer-Phulera-Ringus-Rewari and Bhildi-Samdari have been taken up under National Rail Vikas Yojana. On Ajmer-Phulera-Ringus-Rewari (295 kms.) section, 210 kms. from Phulera-Rewari *via* Ringus is targeted for completion during 2007-08 and Bhildi-Samdari section for 2008-09. Gauge conversion of Jaipur-Phulera 2nd line is not a part of this scheme. However, it is sanctioned as a doubling project.

Passenger halt at Nalco Nagar

†1502. SHRI RUDRA NARAYAN PANY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any demand for construction of passenger halt at Nalco Nagar of district Angul in Orissa is pending with his Ministry;

(b) whether the National Aluminium Company, a public establishment which is earning maximum profit has given any proposal for bearing the cost of platform to passenger halt to his Ministry; and

(c) if so, the reasons why Railways has objection for construction of such passenger halt?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Demand for provision of a passenger halt at Nalco Nagar has been examined and not found financially viable.

†Original notice of the question was received in Hindi.